## PRESIDENT OFF TO THE WEST.

BEES THE HORSESHOE CURVE FROM AN ENGINE CAB.

Only One Speech Yesterday, and That Unexpected-Talk to the Pennsylvania Legislature-Make-up of the Special Train and Party-In Chicago To-day.

PITTSBURG, April 1.- President Roosevelt broke the monotony of his otherwise uneventful journey across the State of Pennsylvania to-day by taking a fifty-mile ide on the engine of his special train.

As the train was running into Altoons. Trainmaster Keyser of the Pennsylvania, who had just been introduced to the President, asked him if he wanted an engine The President, who had kept his nose in a book all day, was very sure that he

As soon as the train stopped he disappointed a considerable crowd that was thering in hopes of a speech, by climbing down from the rear platform of his car and striking out up the platform for the front of the train. He found two engines there. He was for riding on the first one, but learned that it was to be taken off at Gallitsin, where the road crosses the crest

The train moved off with the crowd of railroad men and their wives and children, ho make up most of Altoona's population, cheering like mad

The cab was pretty well crowded. Besides the President, Secretary Loeb and Mr Keysar, there were in it the regular engineer and fireman and the special engineer pert McLaren, who is put on the President's train for additional safety.

The first part of the fifty miles took the President around the famous Horseshoe Curve. He exchanged greetings with the crew of a freight train which was overtaken

going in the same direction, middle of the curve.

There isn't much opportunity for conversation in the cab of an engine which is quivering and puffing up a heavy grade, especially when a man is saving his voice months of speechmaking, but the especially when a man is saving his voice for two months of speechmaking, but the President found a chance to have his joke with the fireman, H. W. Hunter, who was throwing coal into the firebox. The President leaned down during a breathing spell and shouted to him:

"Hunter," he said, "I suppose I ought to take my turn at shovelling coal. You know I am a member of your union in good standing."

Hunter grained until the soot on his face tracked, and made as though to surrender

iter grinned until the soot on his face

cracked, and made as though to surrender the shovel.

"No," laughed the President, "I'm somewhat out of practice."

As the train approached the seven-eighthsof-a-mile-long tunnel at the crest Mr. Keyser suggested that a stop be made long enough for the President to get back to his car. The President said he would rather like to go through the tunnel anyway. The front doors of the cab were closed and he didn't get very dirty. He did not get off until Seward was reached, and he assured his hosts that the ride was builty.

The President made one speech during

The President made one speech during the day. It was at Harrisburg. The Legislature came down to the train in a cody, along with the Mayor and the City Council. The President was introduced by the president of the Senate. B. K. Vocht, who told the populace which was gathered, to the number of a thousand or more, that the President was undoubtedly to be resominated and reflected. He also said:

We wish to express to you our greating for the labor interests of Pennaylvania, and to assure you that we are resting very happy and contented, and hope that the happiness and prosperity which has so long blessed our land will continue.

The President said in part:

The President said in part:

The President said in part:

I am very greatly touched and pleased by this greeting, a wholly unexpected one. I had not supposed that my speechmaking would begin before to-morrow. There is not much for ms to say to you. I feel rather when I come here like sitting at the feet of Gamaliel and learning. [I aughter].

The President of the Senate was kind enough to speak of what has been done for the wage worker, and therefore the citizens as a whole, in this State. I go away from Washington with a light heart, very largely because of the admirable work done by the gentiemen on the Anthracite Coal Commission. [Applause.] And surely no publication by any association designed rurely to teach a moral lesson to our people can be better worth scanning and learning than the document containing the conclusions of those men; and if as a people we will take to heart the lessons taught therein it will be better for all of us.

Fundamentally our interests are the same. Fundamentally you hurt or help some of our people, asd inevitably you hurt or help others. Fundamentally the most important lesson to be learned in our national life is the iseson of solidarity of interests, and that every man of us, if he is fit to be a citizen of this Republic, must pull his own weight, and must also do his best to help his brother at the same time. [Cheers and applause.]

The President's train left Washington at a few minutes after 9 o'clock. Secretaries Wilson, Hitchcock and Cortelyou, Capt, Cowles and Col. Bingham saw the President off. Secretary Cortelyou, who has attended to the details of many Presidential trips, could not forbear a general looking over of the arrangements to be sure that everything was all right.

The President's train is one of six cars. The first is a baggage car of ample size to hold the Yellowstone and Arizona clothing of the thirty or more persons who are to accompany the President on his tour.

The first is a baggage car of ample size to hold the Yellowstone and Arizona clothing of the thirty or more persons who are to accompany the President on his tour. The next is the combination car Atlantic, a luxurious mahogany-fitted and leather-upholstered car, in which are combined a buffet, barber shop, bathroom and electric lighting plant for the train and some additional baggage room.

The sleeper Senegal carries the representatives of the two telegraph companies, the three press associations and the photographers of the weekly press. The dining car Gilsey is a regular Pullman diner of the latest type.

In the compartment car Texas are John Burroughs, the naturalist, who is to accompany the President through the Yellowstone and Yosemite parks, and most of the White House staff, including Surgeon-General Rixey.

The President's car is the Elysian. Besides the President, Secretary Loeb and Secretary Cortelyou have rooms in it. The President will reach Chicago at 9 o'clock to-morrow morning, and he will make three speeches during the day and evening.

WASHINGTON, April 1.—It was about

make three speeches during the day and evening.

Washington, April 1.—It was about fifteen minutes to 9 o'clock this morning when the President arrived at the Pennsylvania Railroad station. As he passed down the platform he stopped a moment to shake hands with several pretty schoolgirls who had just left an incoming suburban train.

When he saw Baron Speck von Sternburg, the German Ambassador, his face became wreathed in smiles. He extended his hand to the Ambassador, saying:

"Why, Baron, I am delighted to see you here this morning. It is so lovely of you to come here to tell me good-by. It is so lovely of you."

"Yes, sir; I hope you will have a pleasant time," replied Baron von Sternberg.

Then the President exclaimed: "Baron, we will have some long, delightful horseback rides when I get back. We will go together, Baron. Remember me to your charming wife, Baron."

Baron von Sternberg explained to the President that his horses had not yet reached this country.

"Take mine. Ride him as often as you

"Take mine. Ride him as often as you please," and, turning to Mrs. Cowies, his sister, he said: "Let the Baron have my

GREAT PLAN TO AID IBELAND. COUNT ZBOROWSKI KILLED. Lord Iveagh and Mr. Pirrie to Furnis Capital to Develop Transportation.

Special Cable Despatch to THE SUN. LONDON, April 1.-Mr. Wyndham, Chief secretary for Ireland, announced in the House of Commons to-day that Lord Iveagh and the Rt. Hon. William Pirrie, chairman of the Harland & Wolff Shipbuilding Company of Belfast, have undertaken jointly a great scheme to develop transportation throughout Ireland. They were led to take this action by the prospect of a happier social condition in Ireland and by the possibilities opened up by the

Irish Land bill. Mr. Wyndham added that their object was not to make money, but to facilitate patriotically organized transportation to agricultural communities and to consider the possibilities of aiding industrial and agrarian enterprises. They were prepared to contribute the capital themselves, and did not ask public aid. Beginning in certain districts they would watch results and hase thereon the future development of their scheme, which includes the use of the most modern scientific inventions.

Mr. Wyndham concluded: "Nothing so hopeful and businesslike has been done in Ireland since the days of its industrial prosperity at the end of the eighteenth century. Two captains of industry from Dublin and Belfast, recognizing Ireland as their country, will devote their wealth and business ability to assist Ireland without regard to political divisions. This is a matter of deep significance, and goes a long way to justify what the Government is attempting to go with public money."

Mr. Wyndham also announced a new bill, the effect of which will be to bestow upon Ireland £195,000 annually as the equivalent of what England receives under the Education bill. Part of the money will be used to guarantee against loss on the floating of the Land bill loan, part for Irish education and part for economic development.

DEATH REVEALS MARRIAGE

Schoolteacher Wanted to Keep Secret Until

The death in Jersey City last Monday morning of a public school teacher of Harlem who was known to her pupils and fellow teachers as Miss Mary Brown was followed yesterday by the announcement that for five weeks she had been the wife of Joan McLaughlin, a clerk employed by the Erie Railroad, who formerly lived in Saugerties, N. Y. McLaughlin is a nephew of Dennis McLaughlin, formerly County Clerk of Hudson county, N. J. His folks are well-to-do

They rented rooms from Charles Deneck at 80 Mercer street, Jersey City. Mrs. McLaughlin kept up her school attendance. She hoped to keep her secret until afte the summer vacation, when she expected

to resign and start housekeeping.

Mrs. McLaughlin was taken ill early last week and didn't go to school after Wednes-day. Dr. Edwin K. Dunkel was called in on Friday. Her condition became so alarming Sunday that Dr. W. T. Bull of this city was summoned for consultation. He advised an operation, which he perfor found that the intestines had been perforated and that gangrene had set in.

McLaughlin remembered that his wife

had swallowed a black-headed pin about a year ago, but Dr. Bull was unable to find it. Mrs. McLaughlin died half an hour after the operation.

quested her husband to make a public announcement of their marriage. Her immediate relatives had already been

McLaughlin left Jersey City yesterday with his wife's body for Binghamton, N. Y., where her family lives.

POOR'S WIFE IN STOCK FIRM. Husband Trying to Make Good What Went in Marquand Fallure.

Wall Street yesterday that S. B. Fitz-Gerald, a member of the Consolidated Exchange, had formed a partnership with Bessie H. Poor, wife of Frank B. Poor, as special partner under the name of S. B. FitzGerald & Co., with offices at 32 Broadway, and that Frank B. Poor was manager for the firm. Mr. Poor is a member of the firm of Marquand & Co., which failed so disastrously shortly after the Seventh National Bank failure. He said:

"My own debts were small, but those of the firm were large and the assignee has not yet straightened out affairs, although two years have elapsed. My one aim during these two years has been to get to work again and to make enough money to pay my just debts, but I couldn't do this in my own name on account of legal difficulties. Therefore, my wife has entered this firm and I am nominally in their employ. As soon, however, as I can legally assume

partnership in the firm I shall do so My wife and I gave up all the money we had, but we had some good friends in Wall Street, Stock Exchange members, and they had confidence enough in me to advance the necessary money to my wife. It is a pretty good sign when a man who is pretty nearly down and out can get ten or fifteen or twenty thousand dollars and

TWO GONE FROM ORANGE.

Friends and Relatives Fall to Account

for Absence of Man and Woman. ORANGE, N. J., April 1.-A mild sensation has been caused in Orange by the unex-plained disappearance of Edward F. Maher of 10 Bell street Mr. Maher is well known and was prominent in theatrical affairs. He is talented and is the originator of a number of fancy dances and has made hits in the Columbia Theatre in amateur productions. He is 35 years old and was narried about fifteen years ago. His wife

married about fifteen years ago. His wife is a well-known soprano singer in the choir of St. John's Church.

Miss Anna F. McGeary, a clever young amateur actress, who has won laurels in the Columbia Theatre, is said to have been missing from her home 7 New street. Orange, for more than a week. She is 19 years old and very attractive. No one could be found at the McGeary residence to-day, but a neighbor said she was reliably informed that no word had been received from Miss McGeary since she went away and that her relatives had no idea where she was or what her reason for leaving town was.

FORMER NEW YORKER VICTIM OF AUTO ACCIDENT IN FRANCE.

Fourth of His Family to Meet Sudden Death -Well Known Here as a Daring Sportsman-His Wife an American Woman. the Divorced Wife of Baron de Stuers.

Special Cable Despatch to THE SUN MONTE CARLO, April 1 .- Count Elliott borowski of New York was instantly killed to-day while taking part in an automobile race from Nice to La Turbie. Zborowski was a well-known automobilist He finished fourth in the Paris-Vienna race last year.

Baron Delasague, who was an expert otorist, was acting as Count Zborowski's chauffeur. His injuries proved fatal later. The accident occurred on the same spot where Bauer, a German automobilist, met his death on March 30, 1900. Count Zborowski was the fifth starter. He drove a Mercedes car, which is manufactured by the Daimler company, in which he was a large stockholder. The Count said he was determined to win, but it was noticed that he appeared nervous at the start.

The car took the first turning too fast and smashed into a rocky wall. The machine was shattered to pieces. Count Zborowski's death must have been

painless. His skull was crushed in a fright-

ful manner and his neck was dislocated. The course chosen for the race was a very difficult one. It included a number of sharp turns and steep inclines. The fatal bend was practically a right angle. It seemed to the onlookers as if Count Zborowski either did not attempt or was unable to turn the machine, which appeared to be travelling sixty miles an hour. Countess Zborowski was waiting at La

Trubie for the conclusion of the race, and had arranged to take luncheon with her husband there. The racing was imme diately abandoned. Countess Zborowski was gayly chatting

with friends when the news of the accident was told to her. Her grief was pitiable when she realized that her husbe Previous to the accident to Count Zborow-

ski, another competitor, Baron Gastaux, met with a disaster. When approaching the same corner his machine skidded and he and his chauffeur were hurled into the air. When they fell they lay motionless and the spectators thought they were dead, but neither of them was seriously injured.

Mr. Johnson, secretary of the Automobile Club of Great Britain, witnessed the accident to Count Zborowski. He attributes the disaster to the Count not having sufficient opportunity to gauge the speed of the machine, the result being that he misjudged the pace at which the angle could e taken. Mr. Johnson did not think the corner dangerous if properly taken, but it was a physical impossibility at the speed Count Zborowski was travelling to stop

Although the racing was abandoned after the accident those who had started ahead of Count Borowski finished, not knowing what had happened. The winner, M. Heirominius, created a record for the course, which was 151/2 kilometres long and nearly all up hill, covering it in 14 minutes 26 sec onds. The cars were started at two-minute

The death of Count Zhorowski is the

The Zabriskies, as they commonly call themselves here, are supposed to be direct descendants of King John III. of Poland. The progenitor of the American branch, who called himself Albert Soborowski, came to this country about 1650 and settled on the east bank of the Hackensack River, opposite the present town of Hackensack. The name of the family changed to various forms until it became Zabriskie. Three brothers Zabriskie became well known in New York nearly a generation ago. They were Christian Andrew, John Jacob and Martin. The latter was Count Zborowski's father.

There is a story, probably wholly without foundation, to the effect that an Irish Lord once called upon heaven to prevent any male Zabriskie from dying in bed. Strangely enough, the Count's father and two uncles did meet sudden deaths. Christian A. Zabriskie was killed by a New York, New Haven and Hartford train on July 16, 1879, near his home in Morrisania. John Jacob was drowned in his own millpond in 1877. He was one of the first Croton Board Commissioners. Martin was stricken with apoplexy when he appeared to be in the best of health and died before a physician could

Martin Zabriskie before his death had asumed-or resumed, according to his claims-the name Zborowsky. He had increased largely the fortune left him by his Gouverneur Morris had also added to his wealth, and his large estate at his death included 100 acres and a mansion at Mount Hope. He also owned properties all over the city, among the holdings being the plot on which the Broadway Theatre stands. Martin left only two children. One was a daughter. Anna, who married Charles, Count of Monsaulnin, Baron of Fonteniy, a French Deputy from the Department of Cher. To her Martin Zabriskie left \$100,000 and some of his New York real estate. Most of the rest of his real estate went to the son, William Elliott.

William Elliott, or Elliott, as he called himself and was called by his friends, was a member of the Newport set and became well known as one of the most daring riders of all the hunt clubs around New York. In the '80s he bought a country home at Melton Mowbray in England and astonished everybody by his feats of horsemanship. Once he got up an electric light steeplechase over a mile course on' his own estate. The race was won by Fred Burnaby, the war correspondent.

About ten years ago he married the divorced wife of the Baron de Stuers, who was in 1892 Minister from Holland to France. She is an American woman, the daughter of James Carey of Sioux Falls, S. D., and a granddaughter of William B. Astor. Zborowski met her at Newport and soon after that the Baron de Stuers obtained a divorce from her. Here marriage to Zborowski followed.

Since his marriage Zborowski had lived abroad. He kept up his riding, hunting and other sports and became an ardent automobilist. He never was known as a Count while he lived here, but a man well acquainted with the Zabriskie family said yesterday that Zborowski, soon after going abroad to live, discovered that the title had descended to him and got the consent of the Polish Government to take it.

The Count's, nearest relatives in New York are cousins. One of them is Andrew C. Zabriskie of 716 Fifth avenue. A second cousin is Mrs. Martin E. Greene. Hope. He also owned properties all over the city, among the holdings being the

MORTGAGE TAX ABANDONED. Result of a Conference Between Gov

Odell and Republican Leaders. ALBANY, April 1.-The best information obtainable indicates that Gov. Odell's Mortgage Tax bill is not to be pressed for passage

and that the Republican Senators and Assemblymen will meet in caucus after the adjournment of their respective houses to-morrow and rescind the caucus action taken two weeks ago, when the bill was made a party measure.

There was a long conference in the Executive chamber to-day between Gov. Odell and Lieut.-Gov. Higgins, Speaker Nixon, Senator Raines, Assemblymen Rogers and Burnett and Col. George W. Dunn, chairman of the Republican State Committee They discussed the question of final adjournment and the disposition of pending legislative matters, including the Mortgage Tax bill. It was determined that an effort be made to effect final adjournment by April 17, if possible.

It seemed to be the general opinion at the conference that a direct annual mortgage tax should be abandoned. But there was talk of a substitute single tax on mortgages, such as a recording tax, and the exemption of mortgages otherwise from taxation.

It seems to be the opinion that Senator Platt's friends in the Legislature will push Assemblyman Remsen's three-platoon police bill now pending in the Assembly Cities Committee.

The Governor received the Thousand-Ton Barge Canal bill and the Excise bill to-day, but he does not expect to act upon them immediately, he says.

MILLIONAIRE DAY LABORER. Charles H. Smith, Worth \$2,000,000, Decides to Quit Hard Work.

SPRINGFIELD, Mass., April 1.-Charles H. Smith has been the possessor of \$2,000,000 for thirty years, but has until recently worked as a laborer. Smith, who cam to Springfield from East Windsor Hill. Conn., last fall, is the son of Erastus Smith, who died in California when his son, who is now 33, was about 3 years old. His father staked out a mining claim and was killed. The mine was sold for a large sum and \$2,000,000 was deposited to the credit of Charles H. Smith in Hartford banks. Smith was cared for by an aunt of thrifty

endencies, and since he became of age has worked on farms and as a day laborer. For the last few months he has assisted W. Fortier, a blacksmith in this city. Several years ago Smith drew \$2 from

the bank. Not long ago he bought a piane and lately a horse and carriage. The desire to spend money grew upon him and he bought a 386-acre farm in Feeding Hills for \$10,000. Smith says that he will guit working for others now and retire to his

JERSEY SEWAGE FOR OUR BAY. Sign It.

TRENTON, N. J., April 1 .- The Senate to day passed the Boyd bill for a trunk sewer emptying into New York Harbor. The House concurred in the Senate amendments. There were only two dissenting Gov. Murphy announced that he would sign the bill immediately upon receiving it.

The Legislature adopted to-day the resolution to adjourn at noon tomorrow, and to clear the calendars both branches decided to remain in session as far into the morning hours as might be

Another bill passed was the one providing for the annexation of the borough of North Plainfield to Plainfield.

Gov. Murphy to-day appointed three ormer Governors of New Jersey, John G. Griggs, George Werts and Foster M. Voorhees, to constitute the commission authorzed by the Legislature to inquire into and report on the proposition to abandon the Morris Canal.

DR. LORENZ COMING BACK. He Will See on April 17 Whether

Armour Child Has Been Cured. CHICAGO, April 1.-The breaking of a plaster cast will tell whether little Lolita Armour is to be a cripple for life or sound in body. Her parents, Mr. and Mrs. J. Ogden Armour, are spending anxious hours, for on April 17 the question will be

On that day Dr. Emil Lorenz, the famous Vienna surgeon, who came to this country especially to treat the little heiress, will return and break the cast that he wove about the cripple's leg.

Surgeons who have studied Dr. Lorenz's

method are convinced that the patient is

"I expect Dr. Lorenz on the 17th of thi month," said Mr. Armour to-night. "At first we intended to take Lolita to Vienna, but business matters interfered. I have arranged with the doctor to come to this country again and complete the operation he so splendidly began. I have confidence that our little one will soon be well."

SEEK REFUGE IN LOUISIANA.

French Religious Orders Would Like to Come to This Country. NEW ORLEANS, April 1 .- Bishop Rouxel

who is in charge of the archiepiscopal see of New Orleans in the absence of Archbishop Chapelle, says that he is flooded with applications from the refugee religious orders in France, which are desirous of es-tablishing themselves in Louisiana. This he attributes to the fact that French has been almost the official tongue of the Louisi-ana Catholic clergy and that nine-tenths of the Catholic priests in the diocese are of French birth.

Bishop Rouxel has declined to take action in the matter of these applications and will await the return of Archbishop Chapette, who will pass on them. He expressed the opinion, however, that there was no room in the diocese for these orders. Secular priests are needed, but they must be able o speak English.

house at the foot of East Thirty-fourth street at 11 o'clock yesterday morning and asked Angelo Martello to watch his ma-chine for him. He hadn't returned last night and Martello turned it over to the police.

ODELL GETS HIS PIER CHEAP.

UNLESS THERE ARE CONSIDERA-TIONS NOT EXPRESSED.

The Administration Unanimous in Giving Him What He Wants-It Hasn't Got All It Wants Yet at Albany, but Risks It - Bredsky Offered More.

Gov. Odell's pier lease was passed by the Sinking Fund Commissioners yesterday. Comptroller Grout's change of heart was manifested in his eagerness to speak for the contract. When the report of Engineer McLean of the Finance Department had been read the Comptroller said: "It seems to me there are many reasons

for granting this lease and none against Mayor Low asked Dock Commissioner Hawkes how much money the Odell com-pany would spend for improvements on

the docks. "They will make good improvements, said the Commissioner. "If they build an office building at the end of the pier, the

mprovements will cost \$69,000. President Fornes of the Board of Aldermen remarked that the city ought to encourage improvements. City Chamberlain E. R. L. Gould said he was satisfied that the contract was businesslike. Then as the roll was about to be called John E. Brcdsky asked the Commissioners to consider a proposition which he wished to make. It was in writing, and the clerk read it, as fol-

To the Honorable the Board of Commissioners of the Sinking Fund of the City of New

GENTLEMEN: On behalf of a client of nquestioned responsibility I hereby offer accept a lease of Pier 24, North River, for the term of twenty years, at an annual rental of \$34,000, payable in such manner as may be required; or, if such term cannot be agreed upon or granted, my client will scept a lease of such pier for a term of ten rears, with renewals covering such period it the same annual rental

JOHN E. BRODSKY, 51 Chambers street. Gov. Odell's offer is \$31,700, but there may be additional considerations "not expressed," as they say at the Register's office. There are administration bills pending at

Albany. "Who's your client?" asked Comptroller

"I am not at liberty to divulge his name." said Mr. Brodsky. "Will he make improvements on the pier?" sked President Fornes.

"Yes, the same as the other people will make," said Mr. Brodsky. "What trade is your client in?" asked Comptroller Grout.

"In the foreign trade," said Mr. Brodsky. \*Then where will the Hudson River busiess go?" asked Mr. Grout. "I don't care where it goes," said Mr. Brodsky.

"We can't consider a proposition like that," said the Comptroller. "Besides, the present lessee has a six years' lease to run." That is the reason I cannot tell you at this moment who my client is," said Mr. Brodsky. "If you will postpone action on this matter I can satisfy you of his good

faith and responsibility "It's buncombe," said Comptroller Grout. If you were in good faith you would give

Mr. Brodsky undertook to say more, but the Mayor nodded to the clerk to proceed with the roll call, and the vote for the Odell lease was unanimous.

He Disappeared From His Home in Troy

on Monday-No Clue to His Whereabouts. TROY, April 1.-The mysterious disapearance of County Judge Henry T. Nason has greatly excited the community. Parties have been prosecuting a vigorous search throughout the outlying country all day, but no trace of him has been discovered. Justice Howard, when the news of Judge Nason's disappearance was communicated to him this morning, adjourned the session of the Supreme Court and joined the Sheriff, Surrogate Heaton, District Attorney O'Brien, Charles S. Francis and others in planning

a systematic search. Judge Nason was last seen on Monday morning at his office. At about 11 o'clock he informed his clerk that he was going to Albany to dine with Henry Newman, a classmate at Yale, and with whom he travelled extensively in Europe several years ago. From that time nothing has been seen of him. Mr. Newman was seen in New York yesterday and said he had had no appointment with Judge Nason and had not

seen him for nearly a month. Judge Nason is 37 years of age, about 5 eet 7 inches in height and weighs 140 pounds He is a son of the late Henry Nason, for many years a professor at the Rensselaer Polytechnic Institute, and a grandson of the late Martin I. Townsend. He has been a victim of insomnia and of a nervous ailment, which it is believed affected his mind.

MINIMUM WAGE LAW INVALID.

Liberty of Centr et. INDIANAPOLIS, April 1.—The Legislature of 1901 enacted a law, at the demand of union labor, which provided that no one employed on work done for counties, cities or towns should receive less than 20 cents an hour. The Supreme Court to-day held the law to be unconstitutional, as it inter-

feres with the liberty of contract.

Judge Jordan delivered the opinion of the court and said that no sufficient reason could be given why labor should receive could be given why labor should receive an unaiterable wage and everything else be left to be governed by supply and demand, and if the Legislature had the power to make a minimum rate of wages it could fix the maximum rate and it might also regulate the price of flour, wheat and corn. The court concludes that the counties, cities and towns of the State stand upon the same footing as private corporations and cannot be compelled to pay for any species of property more than its market value.

The official circular prices for anthracite oal, effective yesterday, are as follows: New York Harbor, grate, \$4.25 a ton; egg. \$4.50; stock, \$4.50; chestnut, \$4.50 a free on board vessels at New York loading or shipping points. At Buffalo, grate, \$4.75 a ton; egg, \$5; stove, \$5; chestnut, \$5. These prices are a reduction of 50 cents a ton from the circular prices issued at the close of the strike.

Arrived: Ss Concho, Galveston, March 26. The Observation Car
On the Pennsylvania Limited adds to its attractiveness during the spring when nature is putting on
new raiment. The Limited leaves New York daily.

Ade.

Four-Track News for April

NEGRO ORATOR WINS AT YALE. The Ten Eyek Prize Awarded to a Colored Youth From Arkansas.

NEW HAVEN, Conn., April 1.-William Picken of Little Rock, Ark., won the Ten Eyck prize to-night in the oratorical contest in the College Street Hall. He is colored. He is the first colored student to

take a prize at Yale, it was said to-night. The Ten Eyck prize is \$100. There were four others in this contest. Picken's subject was "Hayti."

OXFORD-CAMBRIDGE ACCEPTS. Cables Reply Answering Harvard-Yale

Athletic Challenge. Special Cable De spatch to THE SUN LONDON, April 1.-C. N. Jackson, secre ary of the Oxford-Cambridge Athletic Club, to-day cabled an acceptance of the

CENT A WORD-WIRELES . De Forrest Folks Say They'll Be Doing Business in Sixty Days.

CHICAGO, April 1 .- Commercial wireless elegraphy at a rate of one cent a word from Chicago to all the principal cities in the United States will be a fact within sixty days if the present plans of the American De Forrest Wireless Telegraph Company are carried out. A statement to this effect was given out to-day at the Chicago office of the company by Abraham White, president of the corporation, and Dr. Lee De Forrest, the inventor.

"We have purchased a tract of ground from the Northwestern University in North Evanston," said Mr. White. "There we will erect a station 210 feet high Our engineers are expected to arrive to-morrow and work will be begun at once. It will take about forty days to erect the station. We expect to have it in operation and to be sending messages to Detroit, Cleveland, Buffalo and places on the Atlantic coast inside of sixty days."

DIED TO AVERT A WRECK. Railroad Conductor Gives His Life to Save the Cannon Ball Express.

RICHMOND, Va., April 1.-Yard Conductor T. J. Wood of the Atlantic Coast Line, who was supposed to have lost his life at Clopton Junction, six miles from this city, by carelessness or foothardiness, sacrificed himself for others and died a hero. He was struck by the Cannon Ball, the limited passenger train of the Norfolk and Western Railroad, and was horribly mangled.

An investigation to-day showed that as the Cannon Ball approached the junction Wood discovered that a switch ing to a string of empty cars was open and in a few seconds the passenger train would have been a wreck Wood jumped from his caboose

threw the switch in time to save the train. but could not get away. Wood leaves a widow and three children. He would have been made yardmaster this week. "NOT DEAD," HE CRIED.

Man Who Had Been Dumb for a Year and Nearly Dead Calls His Doctors Liars. BUTTE, Mon., April 1.-A surprising April fool joke was played by John Matt. section foreman of the Great Northern at Basin. A year ago Matt suffered a stroke

A week ago he became ill and gradually failed. This morning his attending physician, after a consultation, announced in his presence that he was as good as dead. Matt resented this and for the first time in a year found himself able to speak. He called his doctors liars, sat up in bed and ordered them from the room. He has since

been speaking. TO PUSH CASE AGAINST SMOOT. The Rev. Dr. Leitich Hires Gen. Dudley

to Investigat: Polygamy Charge. SALT LAKE, Utah, April 1 .- Gen. William Dudley, of "Blocks of Five" fame, will arrive here to-morrow from Washington to investigate the polygamy charge against Senator Reed Smoot and obtain evidence in support of the accusation made by the Rev. Dr. J. S. Leilich before the United States Senate. The coming of Gen. Dudley, who has been engaged by Dr. Leilich to push the case against Smoot, has created a sensation here, as it was understood that the polygamy charge had been aban-

doned. ILLINOIS FARM SINKING. F. Keller of Campbell Hill Finds a Hole

Several Acres in Area. CAMPBELL HILL, Ill., April 1 .- P. Keller has discovered that a part of his farm has just dropped six feet below its former level. The sunken area is several acres in extent, nearly circular in shape, and for about half the distance around there is a crevice which appears to be of

It is thought that this phenomenon is result of the earthquake that gave this region a bad shaking up several weeks ago

WHITE REPUBLICAN PARTY. Hoke Smith Thinks It Will Prevent Ro velt's Renomination.

Before Hoke Smith took his departure for Atlanta yesterday he added to his political comment this statement: "I don't believe Roosevelt will be non inated next year if there is a white man's

Republican party in the South—and I think there will be.

"I don't think Mr. Bryan will be able to prevent the nomination of an old-time Bemocrat like Richard Olney or Judge Parker. Bryan never was very strong in the South. He's too much like Roosevelt to be popular there."

SCHWAB TAKES FAST RIDE To Bethlehem in 100 Minutes to See the

BETHLEHEM, Pa., April 1.—After a record breaking ride over the Lehigh Valley Railbreaking ride over the Lehigh Valley Railroad from Jersey City to Bethlehem to-day,
making the ninety-mile run in 100 minutes,
Charles M. Schwab, Joseph E. Schwab,
James Gayley, Lewis Nixon, W. B. Dickson,
Max Pam and W. E. Corey spent nearly
five hours at the Bethlehem Steel Works.
They came and returned in a private train.
It was Mr. Schwab's first visit to the plant
he paid \$15,000,000 for and then sold to Mr.
Nixon's syndicate.

April 7, 14, 21, 25. Settlers and homeseekers can now reach the Manatec section, located below the frost line, and famous for its fruit and market products, via the new extension of the Seaboard Air Line Haflwar. New York office, 1155 Broadway corner 18th st.—Afr.

## MR. KEENE HAD TWO PRICESS

"78 FOR ME, 70 FOR THE POOL" SAYS MR. HARRIMAN.

Denial by Mr. Keene-He Save He Between to Sell His Southern Pacific at Any Price-Mighty Interesting Affidavits About the Industry of Edward Lauterbach and David Lamar as Reconc tors--Injunction Argumenta Begun at Nashville-Lauterbach Says Morne and the Pool Own \$50,000 Shares.

A lot of mighty interesting information about the Keene Southern Pacific pool, Mr. Keene himself, Mr. Edward Lauterbach and Mr. David Lamar is contained in some of the affidavits, made public here, which were filed at Nashville yesterday on behalf of the Union Pacific in the injunction suit Harvard-Yale challenge for an athletic brought by Talbot J. Taylor & Co., through Mr. Lauterbach as counsel, to prevent the Union Pacific from voting its Southern Pacific stock at the approaching Southern Pacific election.

Mr. Keene has been making staten and President Harriman of the Union Pacific, who has been saying nothing, now takes a turn, under oath. Mr. Harriman sava among other things that Mr. Lauterbach approached a friend of his with the statement that Mr. Keene represented a pool of 170,000 to 175,000 shares of Southern Pacific and held about 70,000 shares himself; and that unless the Union Pacific interests bought the pool stock at 70 and Keene's at 78 action was contemplated

that would make trouble for them. Mr. Keene, on the other hand, declares that he was approached by Mr. Harriman and Mr. Kahn with a proposition to purchase the stock he represented, and that he refused to sell his own stock at any price. He telegraphed personally last night to Mr. Lauterbach at Nashville, directing him to publish answering affidavits

PIRST, SOUTHERN PACIFIC IS BUN IN ITS OWN INTEREST.

Mr. Harriman's affidavit vigorously denies all allegations made respecting the working of the Southern Pacific lines in the interests of the Union Pacific. He denies that any of the expenditures for improvements complained of were prompted

provements complained of were prompted by consideration for the Union Pacific, but asserts that they were demanded by the interests of the Southern Pacific alone and wholly irrespective of any relational between the two systems.

They were planned before the Union Pacific became interested and were designed and recommended by Southern Pacific officials and were authorized by Mr. Harriman only after a thorough personal examination of the lines, whereby he became convinced of the absolute necessity of the improvements. He denies emphatically the allegation which is such a conspicuous feature of the complaint to the effect that the Union Pacific interest were planning to take over the Central Pacific lines from the Southern Pacific and asserts that no such step has been contemplated or even discussed. The whole tenor of the affidavit is strongly against the charge that the interests of the Southern Pacific are being subordinated to the Union Pacific or that it is being operated otherwise than in its own interests or that there is any conflict between the interests of the two systems. Mr. Harriman goes on:

LAUTERBACH SENDS LAMAR ABOUND.

LAUTERBACH SENDS LAMAR ABOUND. "One evening in the autumn of 1901, Mr. Edward Lauterbach called me at my house on the telephone and stated that a friend of his had a matter of importance to com-municate to me and he would like me to To this I assented and during the event the card of Mr. David Lamar, accompani by a card of Edward Lauterbach identifying by a card of Edward Lauterbach identifying him, was presented to me. I saw Mr. Lamar for about ten or fifteen minutes, during which time he stated that he had friendly relations with Mr. James R. Keene, who had a large holding in Southern Pacific and was contemplating some adverse action against its management, and that he plamar I was assured that there could be obtained an injunction against the Union Pacific somewhat similar to that obtained against the Georgia Central, in which latter case Mr. Lamar stated he had been an influential and important factor.

"He stated that he would like to work with me and that if I would make an allience which would be of some advantage to him, he had such influence over Mr. Keene that he could induce him not to instigate any adverse action against myself and allied interests.

"I informed Mr. Lamar that I did not see

adverse action against myself and allied interests.

"I informed Mr. Lamar that I did not see that I could do anything regarding the matter, but that if I should change my mind I would let him know. I waiked to the door with him and he was very insistent as to when I would again communicate with him. I finally took his telephone number and agreed to telephone him the next day, which I did, and stated to him that I had no desire to pursue the matter further.

further. AN OFFER PROM EEENR. "About that same time I had several interviews with James R. Keene, brought about at the request of others. Mr. Keene stated to me that he had a large holding in Southern Pacific Company stock; that he would like to join with me in purchasing the shares in the market; that he believed there could be a great deal of money made thereby and that he would act for me either in purchasing for our joint account or for myself if I wished it; that it would be advantageous for the Union Pacific to also all Southern Pacific stock and issue its 4 per cent. bonds therefor, and stated that he was an adept in carrying out successful large stock market operations; that he had shown this capacity especially in the manipulation of United States Steel stocks.

KEENE INFORMED ABOUT RAILS AND ROADBED

"I carefully explained to Mr. Keene the requirements of the Southern Pacific properties, such as the replacement of old light rails with new heavy ones; new and heavier equipment, both motive power and cars, to replace old small-capacity ones; that in order to carry this equipment of larger capacity the track would not only require heavier rails, but additional ballasting and renewal of ties, heavier and new steel bridges to replace old light steel and wooden structures; the lengthening of present edge tracks, and additional ones, as well as additional second tracks; the remodelling and enlarging of terminals, as well as the elimination of grades and curvature, and that all the surplus net earnings for some time would have to be applied for such needed requirements, improvements and repairs. KEFNE INFORMED ABOUT RAILS AND ROADBED AND ADVISED AGAINST A BULL SPECULATION.

and advised against a bull speculation.

"That I believed it would be a mistake to create a speculation in the shares of stock and advance their price to a basis that would justify the buyers in expecting a dividend in the near future; that it was also necessary to make such repairs and improvements from surplus earnings, so far as they would go, in order to establish for the company a basis of credit upon which it could refund the bonded indebtedness of its subsidiary companies, a large portion of which would mature in a few years, and that there was nothing between the stock and the bonded debt of those companies which could be piedged to raise the necessary funds for such work, and that I believed that our method of procedure as outlined to him would inure to the benefit of the stockholders in the future much more advantageously than in any other way.

"Mr. Keene assured me that he didfloot want to act in any way antagonistic to me, and I stated to him that I would let him know if I saw any reason to companies the stock him know if I saw any reason to companies the stock him know if I saw any reason to companies the same in t